

COUNCIL

AGENDA

SPECIAL
MEETING

SEP 29, 1975

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A
SPECIAL MEETING

DATE: September 29, 1975
TIME: 1:30 p.m.
PLACE: COUNCIL CHAMBERS
1 City Centre Drive,
Mississauga, Ontario.

ITEM 1 - Bill 138

Attached to the agenda is a copy of report dated September 18, (revised September 26) from the Staff Management Team, outlining suggested changes to The Regional Municipality of Peel Act, 1973.

ITEM 2 - Ward 3 vacancy

Attached are reports dated September 29, 1975 from the City Clerk and the City Solicitor respectively, with reference to the forthcoming vacancy on Council. (Resolution available.)

CONFIRMING BY-LAW

ADJOURNMENT

CITY OF MISSISSAUGA
LEGAL DEPARTMENT

September 29th, 1975.

TO: The Mayor and Members of Council

SUBJECT: Vacancy on City Council

COMMENTS: When Mr. Gregory's election is "published" in the Ontario Gazette, (or if he resigns at an earlier date), a vacancy will have occurred on the Council of the City of Mississauga.

It is quite clear from the provisions of The Municipal Act that Council is obliged to fill this vacancy although there is a choice of methods.

OPTION 1. City Council may appoint a successor in accordance with the terms of Section 44 of The Municipal Act.

OPTION 2. City Council may require a by-election to be held in accordance with the terms of Section 45 of The Municipal Act.

It should be noted that Section 13 (4) of The Regional Act requires City Council to APPOINT a successor within 30 days of the vacancy occurring. Any such appointee must however, be someone who was eligible to be elected to the City Council.

In my view Section 13 (4) of The Regional Act should be interpreted in the light of the by-election option. Any person elected to Council through a by-election, would then be appointed to the Regional Council even though this might not take place within the 30-day period.



Basil Clark, Q.C.
City Solicitor.

BC:bd



City of Mississauga

MEMORANDUM

GENERAL COMMITTEE

MANAGEMENT TEAM

From _____

Dept. _____

Revised - September 29, 1975.

September 18, 1975.

SUBJECT:

THE CITY OF MISSISSAUGA SUBMISSION TO THE
REGION OF PEEL REGARDING AMENDMENTS TO
BILL 138.

BACKGROUND

The Regional Municipality of Peel Act was enacted June 22, 1973, and has remained substantially unchanged since that time. While minor legislative amendments have been made since that time to add greater clarity to certain sections of the Act, the original distribution of power, general procedures and regulations have not been significantly altered.

After two years experience with the procedures and powers set out in Bill 138, the City Council in March of 1975 called for staff comments on the need for possible amendments to the Bill. A summary of issues was presented informally to the Civic Government Committee by senior staff April 22, 1975, at which time it was decided that a public meeting should be called to provide Council with further citizen input. This motion was ratified by City Council May 12, 1975, and the public meeting was held on June 9, 1975 in the City Council Chambers.

At this meeting, City Council again received comments from senior staff members as well as various private citizens. The meeting concluded with the reminder to the citizens present that Council had previously indicated that citizen briefs would be accepted by Council until August 29, 1975.

COMMENTS

A. Citizen Comments

The comments of the citizens in attendance at the June 9th public meeting may be summarized within the following main points.

1. That Mississauga, with the majority of the population and assessment, should be given greater representation on Regional Council;
2. That Regional Government has produced higher taxes without a similar increase in perceived benefits;
3. The Area and Regional Councils have not yet resolved a clearly defined role for the provision of hard services. Several individuals mentioned solid and sanitary waste collection and disposal.
4. What is the most appropriate role for, and therefore method of selection of the Regional Chairman?

B. Citizen Briefs

Only two citizen briefs have been submitted. These are attached for information.

1. Mr. Blake Goodings, Chairman of the former Town of Streetsville Citizen Organization for Retention and Expansion Committee (SCORE)

There is a major issue raised in this brief, which by implication, Mr. Goodings feels is still relevant in 1975. The brief clearly calls for more visible and more direct representation of the residents of the former town of Streetsville.

2. The Council of South Mississauga Community Associations (CSMCA)

The executive and members of the Council of South Mississauga Community Associations (CSMCA) should be commended for the effort and obvious thought

that has gone into the attached brief. While the brief has not gone into detail in any particular matter, it does indicate a range of issues which may be of concern to a number of residents of the City.

Having examined the performance of both area and regional levels of government in Peel since their inception, the CSMCA brief focuses primarily on the role and structure of the regional level of government.

Such factors as the potential for local interests to be represented at Regional Council, the need for comprehensive planning and efficiency in government repeatedly surface throughout the brief.

Recognizing that experience with this "new form" of government has not been extensive, the CSMCA feels that it cannot make specific comments nor recommend amendments to Bill 138 to improve the delivery of services, to reduce the costs of government, to alter the division of authority or to modify the Regional political boundaries. However, in general terms, each of these points is addressed.

The primary recommendation of the CSMCA is that a study be made of a new approach to comprehensive "regional" government in an area broader than Peel which reinforces local autonomy, and at the same time provides for improved co-ordination between the Province and local representatives when addressing significant issues.

This suggestion has some merit as it is clear that as the complexity of government increases, better co-ordination becomes essential. However, by establishing a level of government which has a broader jurisdiction than that of the present Region of Peel, with the addition of Provincial appointees as suggested, would not seem to provide a more responsive or a local orientated level of government. Such a mechanism would instead appear to be more removed from local concerns, less able to tailor policy decisions to community needs and possibly less flexible given the need for consensus in decision-making.

It is suggested that the views of the CSMCA on the need for the Regional Council to play a more co-ordinative role with program delivery being carried out by the area municipality to the extent possible, may be recommended as an area for Regional Council to give further study.

The CSMCA also suggested that a fourth municipality should be considered to give better representation to the southern and northern residents of the City. As this is a policy decision of significant import, it is recommended that Council give serious consideration to this point.

The brief also touched on the benefits to be derived from their viewpoint if there was a better devision of responsibility for the provision of hard services. This point is shared by staff and is one of the primary motivations for the staff recommendations attached.

RECOMMENDATIONS:

Citizen Recommendations

1. That a method for providing greater visibility and representation to the residents of the former Town of Streetsville be found;
2. That Regional Council examine in some form the validity of the creation of regional government as justified from a financial standpoint.
3. That the City of Mississauga request greater representation on Regional Council to reflect its population size and assessment base;
4. That serious study be given to the possibility of the formation of a new joint intergovernmental authority to act as a co-ordinating mechanism between the Province and the area municipalities in the Toronto commuter shed.

5. That consideration be given to the formation of a fourth area municipality within the Region of Peel, drawing most of its population from Mississauga and located geographically so as to represent somewhat both Southern and Northern interests.

Furthermore, that the Mississauga Council continue to have nine councillors, each representing a somewhat smaller population (proportionately) than at present and that all nine councillors, plus the Mayor, sit on Regional Council

And further, that in order to balance the representation at Regional Council, it is recommended that there be an increase in the size of that body with Mississauga and the new municipality granted the majority of the votes.

6. That Regional Councillors from Mississauga continue to be elected indirectly but that sufficient staff assistance be provided directly to councillors in order to increase their capacity to perform their task.
7. That consideration be given to amalgamating Peel and Halton Regions but with powers more in line with the Federal system than with the current Regional government system - i.e. co-ordinating responsibilities with most local services provided by municipalities. (An alternative might be to eliminate Halton, splitting the territory between Peel and Hamilton/Wentworth).
8. That the Chairperson of the Region continue to be elected indirectly by the incoming council.
9. That the term of office of the Regional Chairman be limited - perhaps to three two-year terms or two three-year terms. And further, that an executive committee, perhaps consisting of the four area municipality mayors, or chairpersons of committees, be considered in order to "spread" the authority of the chairperson.
10. That consideration be given to a freeze on Regional government staff pending a review in order to determine actual needs.

11. That an independent inquiry be established in 1978 to review Peel Region and make recommendations for modifications as necessary.

Staff Recommendations

A. General

1. That general powers be provided within the Regional Act to allow the Regional Corporation to delegate its powers to an area municipality if it should so desire.

This power adds greater flexibility to the operation of the two-tier system as, at a future date, various approval powers, permits, levies or other matters now carried out by the Region may be deemed to be functions best carried out by the area municipality.

2. That the Bill be amended to provide Regional Council with sufficient powers to allow (where an area municipality requests to undertake certain works considered to be a Regional responsibility) the Region to enter into an agreement with an area municipality to undertake duties normally carried out by the Region. For example, the operation of a Landlord and Tenant Advisory function, or the maintenance of regional roads could be handled by the area municipality if such a provision was allowed.
3. That Section 8 of Bill 138 be amended so that the representation of the City of Mississauga be proportionately increased to reflect the fact that it has 70 per cent of both the population and assessment of the Region.

B. Specific

1. That the boundaries of the City of Mississauga as set out in Section 2 of Bill 138 be realigned to the satisfaction of the Mississauga City Council to coincide with the boundaries of the Parkway Belt West plan once this plan is given final approval.
2. That Section 29(2) of Bill 138, which gives the Regional Council powers to designate or delete roads from the regional roads system, be deleted and the Bill be amended so that this only applies where agreement can be reached with the Council of the area municipality that such roads primarily serve an intra-regional function connecting area municipalities.

3. That Section 35 of the Regional Municipality of Peel Act, which places the responsibility for the construction of sidewalks with the area municipality, be amended to require the Regional Corporation to construct and maintain sidewalks and street lights on any road or portion thereof in the regional road system and further to be responsible for any injury or damage arising from the construction or presence of the sidewalks or street lights on such road or portion thereof.

The argument to support this change is that as the Regional Corporation is responsible for the overall planning, design and construction of regional roads, their determination of the traffic flows and related devices and works needed to provide for these flows should include proper provision for the full range of related services including street lighting and pedestrian safety sidewalks.

4. That Section 46 of the Regional Municipality of Peel Act, which gives Regional Council land use control of all lands lying within 150 feet of a Regional road be deleted as the Region now has sufficient powers under Part IV of the Regional Municipality of Peel Act and from those powers delegated under The Planning Act to ensure that land use along regional roads is in conformity with Regional planning policies.
5. That Section 53 and any other Section within the Regional Municipality of Peel Act referring to an interest penalty of 12 per cent for payment defaults be amended to replace the stated 12 per cent with an adequate phrase to provide more flexibility in the establishment of an appropriate penalty interest rate.
6. That Section 72(b) which transfers all powers of The Police Act to the Region be amended to allow area municipalities to request from Regional Council the delegation of certain powers under The Police Act to handle various local matters, for example the appointment of special constables and by-law enforcement officers.
7. a) That Section 76 dealing with the provision of water services be amended to indicate that:
 - i) the Regional Municipality is responsible for the provision of potable water supplies to the area municipality on a wholesale basis,

7. a) ii) the area municipality is responsible for the construction and maintenance of the local distribution system to area residents as well as the establishment and maintenance of a distribution and billing system,
- iii) if the area municipality requests, the Region will carry out these area responsibilities with appropriate arrangements for chargeback to the benefitting municipality.
- b) That Section 77 dealing with the provision of sewage works be amended to indicate that:
- i) the Regional municipality is responsible for the provision of major trunks and required disposal plants,
- ii) the area municipality is responsible for the construction and maintenance of the local sanitary system and sub-trunks for service to areas of less than 1,000 acres,
- iii) if the area municipality requests, the Region will carry out these area municipalities,
- c) That in the above noted circumstances the Region take over the Province's responsibilities with respect to the South Peel System (the supply of water to each area municipality and the treatment of sewage, with provision of appropriate trunk facilities).
- . It is felt these changes are necessary in order to provide both a better service to the public and more efficient service during subdivision construction.
 - . It is also felt that the staff time and resources required to have these functions carried out properly may be available at the local level as part of the normal subdivision and public works functions and would require little added reinforcement to take on these responsibilities.
 - . It is expected that these changes will also ensure that municipal and regional approvals of development applications can be handled more expeditiously.

7. c) . Furthermore, it is felt that the Regional Corporation does not require detailed local utility control to carry out its Regional responsibilities for integration of development since it now has various approval powers delegated to it under The Planning Act.
8. That Section 80 of the Regional Municipality of Peel Act, which deals with the preparation of annual estimates, be amended to require the Regional Corporation and area municipalities to prepare and adopt their annual budget estimates of all capital and current sums required during the year by the 31st of March in the year to which the budget relates. As well, this Section should require the preparation and adoption by the same date of five (5) year capital and current forecasts.
9. That Section 83 (2) which authorizes Regional Council to prescribe the date by which interim tax levies and instalments shall be paid, should be amended to set down specific dates for such interim levies and final instalments. Furthermore, provision should be made that if advance payments are required that the Regional Corporation pay to the area municipality an appropriate interest payment for these funds.
10. That Section 89 of the Regional Municipality of Peel Act, dealing with the establishment of reserve funds be amended to provide that all reserve funds established by local municipalities prior to December 31, 1973, should be used for the same specific purposes and for the benefit of the same ratepayers as they were designated at the end of 1973. With the addition of such an amendment it would be necessary to give the Ontario Municipal Board the power to change the specific purposes or benefitting ratepayers.
11. That Section 92 of the Regional Municipality of Peel Act dealing with the powers of the Regional Corporation to issue debentures on behalf of the area municipalities be amended to clarify that the Regional Corporation not have the right to refuse to issue such debentures but is only empowered to act as the agent for the area municipalities.
12. That the Regional Corporation be required, notwithstanding The Regional Municipal Unconditional Grants Act, to pay directly to the area municipality the amount of grants received by the Regional Corporation in respect of that municipality.

13. That Section 115 (4) be also amended to clearly indicate that the operation of a local transit system is the responsibility of the area municipality which it serves.
14. That Section 117 (1) of the Regional Municipality of Peel Act dealing with the expenditure of funds for the promotion of the regional municipality as an industrial and business centre be amended so as to allow area municipalities to mount local oriented promotional programs.
15. That the Regional Council within the powers it has received under Sec. 131 (3) to control refuse disposal, establish, with the co-operation of the Province, a truly regional waste disposal system to provide by January 1, 1978 and to be maintained thereafter, a 10 year capacity for disposal of solid regional wastes.
16. That Section 133 of the Regional Municipality of Peel Act, establishing the position of Regional Fire co-ordination be deleted and the preparation of an emergency fire service plan and programme become the responsibility of the individual charged with the preparation of an overall emergency measures plan as detailed in Section 116 of the Regional Municipality of Peel Act.
17. That Section 137 of the Regional Municipality of Peel Act which states that the Regional Corporation may acquire land for and establish public parks and recreation areas, be amended to require the Corporation to prepare a comprehensive Regional parks plan by December 31, 1978, and that the responsibility for land acquisition to support this plan be a regional responsibility.
18. That the Credit Valley Conservation Authority, because its responsibilities are almost exclusively directed to the benefit of the residents of the Region of Peel, be directly funded through and responsible to the Regional Corporation.
19. That Section 142 of the Regional Municipality of Peel Act be amended to require that the provision of Library services become the direct responsibility of the area municipality.

- 11 -

20. That in 1977, after the first term of Regional Council, an independent review of the structure and functioning of the regional government system as it operated in Peel.

Revised - September 29, 1975

SUPPLEMENTARY AGENDA
C O U N C I L
SEPTEMBER 22nd, 1975

1. CORRESPONDENCE

- S. I-1 - Letter dated Sept. 15/75 from J.G. Lockwood, Beach Street, objecting to reconstruction of Lakeshore Road at this time. (Resolution available)
- S. I-2 - Letter from Borough of Etobicoke re Interim Draft Parkway Belt West Plan. To be received and referred to Planning.
- S. I-3 - City of Windsor, resolution re increase in Bank interest rates. To be received.
- S. I-4 - Regional Municipality of Peel - Condominium Conversion. To be received. Referred to Condominium Development Committee.
- S. I-5 - W. H. Hunter re traffic in Runningbrook Drive area. To be received. Referred to Engineering

2. REPORTS FROM MUNICIPAL OFFICIALS

- S. R-1 - Report from Director of Supply & Services re tender for heating fuels. TSS-8-1975. Resolution available.
- S. R-2 - Report from Director of Supply & Services re tender for renovations to city hall printing, cafeteria and computer facilities. T-SS-9-1975. Resolution available.
- S. R-3 - Report from Staff Management Team re Morenish Land Developments. (Not available for delivery with this agenda)

September 22, 1975

3. BY-LAWS

- #453-75 - A By-law to execute a Notice to Lessee. (Taurus Steak House, Huron Centre. As recommended by General Committee.)

THREE READINGS REQUIRED

- #454-75 - A By-law to authorize execution of an Agreement. (Agreement with Markborough Properties relative to recreational facilities as set out in Council Resolution #326 passed May 26, 1975.)

THREE READINGS REQUIRED

- #455-75 - A By-law to execute a Deed of Land. (From Cadillac Corporation to the City of Mississauga. This is as recommended in General Committee Report Sept. 17, 1975.)

THREE READINGS REQUIRED

- #266-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of an additional capital expenditure in the amount of \$6,200.00 (all of which is to be debentured) for construction of a storm sewer in the City of Mississauga. (On easement in Green Glade area - This project has received O.M.B. approval.)

THIRD READING REQUIRED

- #456-75 - A By-law to authorize the temporary borrowing of \$6,200.00 pending the issue and sale of debentures. This will provide for temporary financing for storm sewer construction in by-law 266-75.)

THREE READINGS REQUIRED

- #381-75 - A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$3,946,000.00 (of which \$3,400,000.00 is to be debentured) for the construction of the Malton Community Centre. (This project has now received O.M.B. approval)

THIRD READING REQUIRED

- #457-75 - A By-law to authorize the temporary borrowing of \$3,946,000.00 (of which \$3,400,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for Community Centre construction in by-law 381-75.)

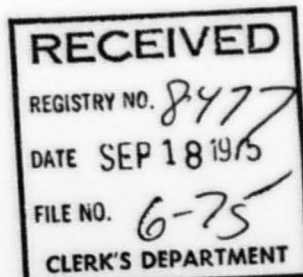
THREE READINGS REQUIRED

September 22, 1975.

4. MOTIONS

- S.(a) To award Tender TSS-9-1975 - Ground Floor Alterations.
- S.(b) To award Tender TSS-8-1975 - Heating Oils
- S.(c) Manufacturing Zonings and site Plan requirements.
(D. J. Culham)
- S.(d) Reconstruction of Lakeshore Rd. E.

S.I-1



645 Beach Street,
Mississauga, Ontario,
L5G 1N3.

September 15, 1975.

The City Clerk,
City of Mississauga Municipal Offices,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.

Re: Reconstruction of Lakeshore Road East from Greaves Avenue
to Seneca Avenue. Application for the City for Approval
and Authorization of Funding.

Gentlemen,

I wish to object to the recently advertised proposed reconstruction of the above road. (Mississauga Times, September 3, 1975.)

It would appear to be premature to proceed with such an expensive undertaking while the new Official Plan for the City of Mississauga is still in the process of preparation and the issue of transportation within the City is still under review.

I do acknowledge, as a ratepayer of the City and a person who uses the Lakeshore in the above sector every rush hour, that the need for improvement is self-evident at this time, but I would submit that the delay of a year or so pending finalising of the Plan would not put the majority of commuters to too much inconvenience. I would further submit with respect that in spite of the recent decision of the Ontario Municipal Board concerning the proposed Etobicoke lakeshore development, it is not feasible to rely upon private transportation as the sole mode of transportation for such communities as Etobicoke and Mississauga in the future. In other words, just how many roads are really going to be needed in the future to accommodate the two-three car families that are going to make up the planned densities of population in these communities, and where can a halt be called? As it is, Lakeshore is less an arterial road serving the lakeshore than it is a road accommodating the overflow from a hopelessly jammed QEW, an expressway which badly needs relief by the provision of an additional expressway for through traffic.

I am reminded of Queen Street East in the Beaches area of Toronto. Thirty years ago, and later no doubt, there were pressures to widen Queen as an arterial road. Fortunately they were resisted, the Lakeshore was built as was the Gardiner, and Queen Street mainly reserved as a right-of-way for public transit. The result

...2

was that the Beaches community along Queen East was preserved to become one of Toronto's most attractive and rejuvenated areas - and an area with one of the easiest accesses to Toronto downtown - not cut into two to shrivel and die as I am afraid the lakeshore community will if Lakeshore is widened.

My proposal is to widen Lakeshore Road East marginally:

- 1) to accommodate a public transit light rail right-of-way, which ultimately will be needed to serve the lakeshore community internally in addition to the presently existing GO train service, and
- 2) to marginally increase the width of the present four driving lanes.

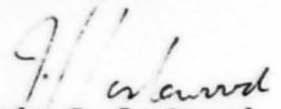
This widening should not be undertaken until the basic decisions are made on the future of Mississauga's transportation needs as either a commuter town or an independent entity. When it is undertaken, it should be undertaken with the severest restrictions on the type of commercial strip blight that currently infects the area, the severest speed restrictions, strict regulations which would encourage the type of shopping and commercial development aimed at fostering and serving a community that has pride in itself rather than being merely a dormitory, and more provision made for pedestrians and schoolchildren.

A roadway such as I have outlined would hopefully be less a commuter corridor in the future and more a true facility servicing a lakeshore community of residences, stores, restaurants, parks, schools and recreational facilities, a community, I should point out, that will probably have a higher density of population than at present, and will certainly have a greater need for a good internal transportation system than for a 'siphoning through' system. Mississauga hardly needs another Highway 5.

I trust that the foregoing will serve as the required form of notice of objection. I would be happy to provide a further and fuller brief, or to appear, if necessary, to present an oral brief.

Thank you for your consideration of this objection.

Yours sincerely,


John G. Lockwood,
645 Beach Street,
Mississauga, Ontario,
L5G 1N3.

c.c. Ontario Municipal Board.

S.I-2

BOROUGH OF ETOBICOKE
CIVIC CENTRE - ETOBICOKE, ONTARIO M9C 2Y2

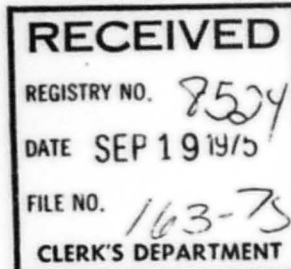
CLERK'S DEPARTMENT

TELEPHONE: 626-4161

FILE NO. 75-G-120

September 17th, 1975.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario. L5B 1M2



Dear Sir:

Re: Interim Draft Parkway Belt West Plan -
Recommendations from the Mississauga
Environmental Advisory Board

Council at its meeting held on Monday, September 15th, 1975,
adopted without amendment Clause 120 of the Fifteenth Report -
1975 of the General Committee, a copy of which is attached for
your information.

Sincerely,

Debbie Barrett
Debbie Barrett,
Committee Secretary.

DB:df
Attach.

CC: Mr. J. T. Riley,
Commissioner, Parks
and Recreation Services.

TO BE RECEIVED. REFERRED TO PLANNING



The following Clause 75-G-120 of the Fifteenth General Committee Report was adopted without amendment by Council on Monday, September 15th, 1975.

5.12~

120. INTERIM DRAFT PARKWAY BELT WEST PLAN - RECOMMENDATIONS FROM THE MISSISSAUGA ENVIRONMENTAL ADVISORY BOARD

Your Committee received the following communication dated July 29th, 1975, from the Secretary, Environmental Advisory Board, City of Mississauga.

"Council, at its meeting on July 28th, 1975, adopted the following recommendation of the Environmental Advisory Board at its meeting of June 16th, 1975:

- "'1. That the Environmental Advisory Board endorse the use of multi-use utility corridors as a wise use of land and a basically sound planning principle.
- "'2. That the arterial route, to be contained in the southern link of the parkway belt (highway 403), be depressed or other means be used to lessen the impact of such a highway through the geographic centre of Mississauga.
- "'3. That adequate public transit and automobile routes be provided across the arterial route and that special provisions be made for pedestrian traffic so that the City of Mississauga will not be broken into a group of smaller units and further that these crossings be provided at points other than the interchanges.
- "'4. That the Interim Draft of the Parkway Belt West Plan designate the area of the City of Mississauga known as the 'Hole in the Doughnut' as a compatible use area.
- "'5. That the Credit River Valley also be designated as part of the Parkway Belt West Plan and be included as a green belt link area.
- "'6. That the southern link be widened between the Credit River Valley and the mini belt situated between Oakville and Mississauga, in view of the future heavy population in this area.
- "'7. That the Province consider an immediate review of current legislation to ensure that the municipality can manage and regulate the cutting of trees on treed lots as mentioned in page 23 and 24 of the appendix.
- "'8. That the Environmental Advisory Board endorse the policy of the City of Mississauga requesting a lineal park based on the Etobicoke Creek between Mississauga and Etobicoke, and the Humber River watershed; and further that the Technical Committee, formed to develop this lineal park, be supported in their work.'

S.I-24

"I draw your attention to Part 8 of the above recommendations. If you have any queries in this regard, please contact me at your convenience."

Your Committee recommends that the communication be received and that the Commissioner, Parks and Recreation Services be requested to report on legislation obtained by other municipalities that enables municipalities to regulate the cutting of trees.

THE BOARD OF CONTROL concurs with the above.

THE CORPORATION OF THE
CITY OF WINDSOR

S.I-3

JONATHAN B. ADAMAC, C. M. C.
CITY CLERK



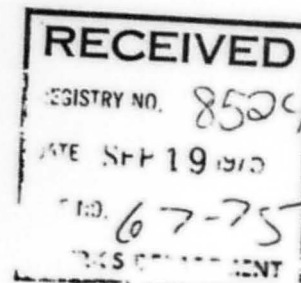
CITY HALL
WINDSOR, ONTARIO
N9A 6S1
TELEPHONE 254-1611
AREA CODE 519

PLEASE REFER
TO FILE NO. (111A-1)gm

OFFICE OF THE CITY CLERK

September 12, 1975

Mr. D.R. Turcotte, Clerk
1 City Centre Dr.
Mississauga, Ontario
L5B 1M2



Dear Sir:

Re: Bank of Canada - Rate Increase

Windsor City Council at its meeting held September 8, 1975, adopted the following resolution:

"823/75 Whereas, increasing the Bank of Canada rate will result in still higher rates for municipal debentures, and cost City of Windsor taxpayers a further 3/4 of a million dollars for the current 11 million dollar issue; and

Whereas, municipal financing for essential capital expenditures must be continued through the sale of long term debentures; and

Whereas, the cost of badly needed housing and other essential needs will also be adversely affected; and

Whereas, it would appear that increasing the bank rate will aggravate rather than help abate inflation;

BE IT HEREBY RESOLVED that the Bank of Canada and the Federal Finance Minister be urged to reconsider this measure and instead of increasing the bank rate consider alternative means of curbing inflation; and

. . . 2

TO BE RECEIVED. WINDSOR TO BE ADVISED
TO REFER THEIR RESOLUTION TO THE APPROPRIATE
ASSOCIATION FOR CONSIDERATION.

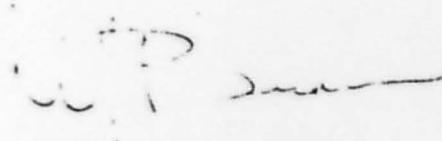
September 12, 1975

BE IT FURTHER RESOLVED that this resolution be sent to all Ontario Cities, the local members of Parliament and the Canadian Federation of Mayors and Municipalities for their endorsation and support."

S.I-3a

Your support of this resolution would be appreciated.

Yours very truly,


City Clerk

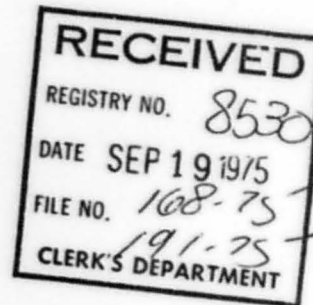
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S.I-4

The Regional Municipality of Peel

September 17, 1975

Mr. Terence Julian
Deputy Clerk
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2



Dear Sir:

Subject: Condominium Conversion, Our File CAO-23-75

Please be advised of the following recommendation regarding the above mentioned subject which was approved by Peel Regional Council on September 11, 1975:

"That any requests to the Region by Area Municipalities for comments on condominium conversion applications be sent to both the Regional Social Services and Planning Departments for referral to the Regional Housing Task Force; and that based on the information provided, the Commissioners submit a joint report to their respective Committees;

And further, that Area Municipalities await Regional Council recommendations prior to making any decisions on conversion applications;

And further, that the Housing Task Force be formally requested to evaluate and report on the application to convert 790 Clark Boulevard from rental to condominium status."

Richard L. Frost

Richard L. Frost, M.A.
Regional Clerk

...../ls
LEB

r of Planning
of Social Services

TO BE RECEIVED. REFERRED TO
CONDOMINIUM DEVELOPMENT COMMITTEE

NTARIO L6T 2V1 - 416 - 457 - 9400

C O P Y

S.I-5

917 Runningbrook Drive,
Mississauga, Ontario,
17th September, 1975.

M. L. Dobkin, M.D.,
Mayor of the Corporation of the City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario. L5B 1M2.

Dear Sir:

According to information contained in the September, 1975, issue of "The Apple Hill" under the heading "President Reports", a representative of the Applewood Hills Homeowners Association made a presentation to Council on 8th September calling for all-way stop signs on Flamewood Drive and on Runningbrook Drive between Tomken Road and Hollowtree Crescent, and Council agreed with residents' concern with vehicular volume and speed along these residential streets and agreed upon the erection of such signs as soon as possible. I sincerely hope the last part of this report is inaccurate.

I agree that traffic on Runningbrook Drive is heavier than I would like to see it, but you can not stop the public from using a public thoroughfare. Most of the traffic is generated either by or on behalf of local residents. Consider the large number of households that have two or three cars. Consider also the number of deliveries to local residents, the number of visitors who travel by car and the number of school buses serving the area. Stop signs will not reduce these numbers.

I also agree that it would be desirable to have traffic move more slowly, particularly when there are many young children playing on the streets and riding bicycles. Stop signs stop cars, but they do not stop speeders. I can vouch for the fact that stop signs do not slow down traffic because where I lived in Etobicoke there were stop signs at every intersection on the street on which I resided. Two of the intersections were not more than 400 feet apart, and the stop signs at these locations resulted in an intolerable situation, which was the major reason why we sold our home and moved to our present address. The screeching of tires when speeding motorists slammed on the brakes, and when they accelerated quickly to dash to the next stop sign never ceased - day or night. Moreover, in winter months these intersections became very icy as a result of all this stopping and starting, and accidents were frequent.

There are already two sets of three-way stop signs on Runningbrook Drive between Tomken Road and Cawthra Road. One set is at Hollowtree and the other at Cedar Creek. Obviously they have not greatly reduced the volume of traffic on Runningbrook Drive, otherwise there would be few complaints about traffic volume. Now if two sets of stop signs have not reduced traffic volume to an acceptable level, what justification is there for thinking that a third set will accomplish the desired result?

Putting up more stop signs is like a doctor treating the symptoms, rather than the disease. With regard to traffic on residential streets, the problem is not a lack of stop signs, but rather excessive speed on the part of some undisciplined and thoughtless drivers. Some time ago I recommended to a member of the previous Council that the speed limit on residential streets be reduced to 25 miles per hour, and that it be enforced. I repeat this recommendation again. Surely it is within the realm of possibility for Council to obtain the necessary authority to establish reasonable speed limits on the city's streets, and provide the Police Department with the necessary personnel to enforce the limits.

I would also recommend that Council appeal to the Provincial Government to increase the penalties for speeding, particularly on residential streets and, in the case of habitual offenders, confiscate both their drivers licenses and vehicles (unless the vehicles were stolen).

If anyone should doubt the fact that stop signs do not stop speeders, let him come to the corner of Runningbrook and Flamewood. Traffic southbound on Flamewood must stop at Runningbrook because of an existing stop sign. One block west of Flamewood there is another stop sign on Runningbrook at Hollowtree. In that short distance, motorists turning off Flamewood can be observed speeding to Hollowtree, and the sounds of screeching tires can be heard at both stop signs.

Please believe me when I tell you that we never would have purchased our present home if there had been two more stop signs in front of the house. One stop sign beside our house is bad enough, but two opposite our bedroom windows is something we will not tolerate. I do not intend to move again, and if Council should approve putting in stop signs on Runningbrook Drive near Pinesmoke or Flamewood, I shall do everything possible to have them removed.

- 3 -

Would you please make my views known to Council,
and would you also please use your influence to persuade all
members of Council to oppose any plan to put in more stop signs
on Runningbrook Drive between Cawthra Road and Tomken Road.

Thank you, in anticipation of your support.

Yours very truly,

SIGNED

W. H. Hunter

P.S. Rather than write individual letters, I am sending copies
of this letter to the following persons, so that they, too,
may be aware of my views on the subject:

Mrs. C. Killaby
Mr. W. Taylor
Mr. D. Janach
Mr. J. Terrance



City of Mississauga

MEMORANDUM

S.R-1

To MAYOR & MEMBERS OF COUNCIL

From Supply and Services

Dept. _____

Dept. _____

September 19, 1975

SUBJECT:

SUPPLY AND DELIVERY OF HEATING FUELS AT VARIOUS
LOCATIONS THROUGHOUT THE CITY OF MISSISSAUGA
FOR 1975-1976 HEATING SEASON - TSS-8-1975

COMMENTS:

I am attaching a recap of the Tenders which were
received and opened at the Tender Opening on
September 9, 1975.


The City of Mississauga and the Regional
Municipality of Peel combined the Tender Call
for Heating Oils this year. The Region of Peel
has indicated that they will be recommending
"Alternative II" BP Canada Limited. The City
of Mississauga therefore would be required to
go with "Alternative I".

It also would be recommended that the City award
the tender on the basis of one (1) supplier
supplying all the Fuel Oil requirements.


RECOMMENDATION:

That Tender TSS-8-1975 for the supply and delivery
of Heating Oils for the 1975-1976 Heating Season
be awarded to Imperial Oil Ltd. as being low
complete tenderer.

RECOMMENDED BY:


Herbert J. Baldwin
Director of Supply and Services

APPROVED BY:


W. H. Munden
Treasurer

RDH;pr
Encl.

SUPPLY & DELIVERY OF HEATING FUELS

1975-1976 HEATING SEASON T-SS- 8 - 1975

Tenderers	Alternative I			Alternative II			Alternative III		
	Heating Fuels			Heating Fuels			Heating Fuels		
	No. 3	No. 2	Stove Oil	No. 3	No. 2	Stove Oil	No. 3	No. 2	Stove Oil
Sun Oil Co. Limited	---	---	---	---	---	---	---	---	---
Texaco Canada Limited	---	---	---	---	---	---	.341 (71M)	.316 (115M)	.412 (1,150)
* Automatic Fuels Div.	---	.2880	---	---	.2800	---	---	---	---
Ultramar Ontario Ltd.	---	(40,250)	---	---	(15M)	---	---	---	---
BP Canada Ltd.	---	---	---	---	.2795 (100M) .3140 (43,200)	---	---	---	---
Gulf Oil Canada Limited	.3662	.3662	.4230	---	.3690	---	.3611	.3611	.4230
Shell Canada Ltd.	---	---	---	---	---	---	---	.314 .324 (Caledon)	---
Brampton Fuels	---	---	---	---	.311	---	---	---	---
Imperial Oil Ltd.	.3110	.3110	.4120	---	.3110	---	.3010	.3010	.4120
BP Marketing	.3180	.3180	.3600	---	---	---	---	---	---
Quantities Requested	3,000 Gals.	41,750 Gals.	1,150 Gals.	---	143,200 Gals.	---	3,000 Gals.	184,950 Gals.	1,150 Gals.

Alternative I - Supply City of Mississauga Only

Alternative II - Supply Region of Peel Only

Alternative III - Supply City of Mississauga & The Region of Peel

Cost represents the per gallon price.

- * Does not supply full quantities as requested. (Unable to serve two areas in Streetsville)
 - Streetsville Sr. Citizens, Queen Street.
 - Maintenance Hut (Streetsville), Church Street.

PRICES ARE NET AND ARE SUBJECT TO MARKET FLUCTUATION

S.R-1a



City of Mississauga

MEMORANDUM

S. R-2

To Mayor and Members of Council From Supply and Services

Dept. _____ Dept. _____

September 19, 1975

SUBJECT: RENOVATIONS TO CITY HALL PRINTING, CAFETERIA
AND COMPUTER FACILITIES -T-SS-9-1975

COMMENTS: Listed below are the Tenders which were received
and opened at the Tender Opening of September 16,
1975:

1. Zalcar Engineering & Contracting Co. Ltd.	\$16,100.00
2. Convert-A-Wall Ltd.	16,300.00
3. Ermellini Contracting Limited	18,100.00
4. N.A. Construction (Division of North American Canadian Developments Ltd.)	18,219.00
5. De Man Construction Inc.	20,580.00
6. Hofman Construction	23,368.00
7. Gothic Store Fixtures Limited	23,411.52
8. Interior Wall Systems Ltd.	23,736.70
9. W. E. Marshall Construction Ltd.	24,000.00
10. Thamesgate Construction Co. Ltd.	25,660.00


Provision for these renovations was made and
approved in the 1975 building maintenance budget
Account 03360-38.

RECOMMENDATION:

That Tender TSS-9-1975 be awarded to Zalcar
Engineering and Contracting Co. Ltd. at the
tendered cost of \$16,100.00 which is the lowest
tender received.

RDH:pr

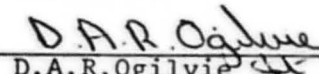
RECOMMENDED BY:


Herbert J. Baldwin
Director of Supply and Services

APPROVED BY:


W. H. Munden
Treasurer

CERTIFIED BY:


D.A.R. Ogilvie
Commissioner of Finance

